

The Hongkong Telegraph.

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FRIDAY, AUGUST 7, 1908.

五拜禮

號七月八英港香

430 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP ¥24,000,000
RESERVE FUNDS ¥15,120,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWHONGWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.

On Fixed deposit:—
For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKKO TAKAMICHI,
Manager.

Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:

60 WALL STREET, NEW YORK.

LONDON OFFICE:

THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description

of Banking and Exchange Business,

receives Money in Current Account at

the rate of 2% per annum on daily balances and

accepts Fixed Deposits at the following rates:—

For 12 months, 4% per cent. per annum.

6 " 3 " " "

3 " 2 " " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 8th April, 1908. [25]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £1,200,000

RESERVE FUND £1,525,000

RESERVE LIABILITIES OF PROPRIETORS

..... £1,200,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balance.

On Fixed Deposits for 12 months, 4% per cent.

6 " 3 " " "

3 " 2 " " "

JOHN ARMSTRONG,

Manager.

Hongkong, 13th May, 1908. [29]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hamburg, Hankow,

Kobe, Peking, Singapore, Tientsin,

Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:

Koenigliche Saehehandlung (Preussische

Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroder

Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Werschauser & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne

Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim Jr. & Co., Köln.

Bayerische Hypothek und Wechselbank,

München.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST ALLOWED ON CURRENT ACCOUNT.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

A. KOEHN,

Manager.

Hongkong, 4th December, 1907. [30]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000

RESERVE FUNDS \$15,000,000

Sterling \$15,000,000 at 1/100 = \$15,000,000

Silver \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

E. Shollin, Esq.—Chairman.

Hon. Mr. W. J. Gresson—Deputy Chairman.

E. G. Barrett, Esq. C. R. Leemann, Esq.

O. G. R. Broderick, Esq. R. Shaw, Esq.

G. Friesland, Esq. Hon. Mr. H. A. W.

C. S. Gubbay, Esq. Slade

W. Helms, Esq. H. E. Tomkins, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2% per cent. per annum.

For 6 months, 3% per cent. per annum.

For 12 months, 4% per cent. per annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 31st July, 1908. [34]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3% PER

CENT per annum.

Depositors may transfer at their option

sums of £1000 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 11th January, 1907. [38]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).

RESERVE FUND FL 5,752,854.84

(about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samrang, Sourabaya, Charbon,

Tegal, Pecalongan, Pascoeran, Tjilatjap,

Padang, Medas (Deli), Palembang, Kota-

Radja (Aceh), Bandjermasin,

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hankow, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

letters of credit on its Branches and corre-

spondents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily

balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

J. L. VAN HOUTEN,

Agent.

Hongkong, 16th July 1908 [35]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & CO.

Agents.

Hongkong, 31st July, 1907. [47]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS

LONDON, &c., via usual Ports { MAHORA 8th August, } See Special

Cap G. H. C. Weston, R.N.R. Noon. } Advertisement.

LONDON and ANTWERP VIA { NUBIA About 15th } Freight and

SINGAPORE, PENANG, COLOMBO, PORT SAID { Capt. F. J. Fox, August. } Passage.

and MARSEILLES } H. E. Tomkins, Esq.

SHANGHAI, MOJI, KOBE & { PAHA About 14th } Freight only.

YOKOHAMA } Capt. G. W. Cockman, R.N.R. } August.

For Further Particulars, apply to

F. I. ABBOTT,

Acting Superintendent.

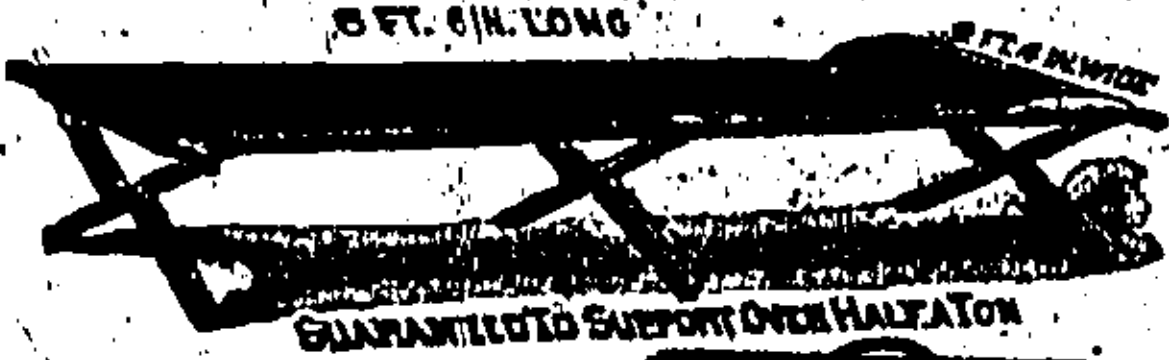
Hongkong, 31st July, 1908 [7]

Announcements.

LANE, CRAWFORD & CO.

FOLDING CANVAS BEDS.

OPEN



\$8.00

each

Closed.

With
MOSQUITO FRAME
AND
CURTAIN.
\$15.00 COMPLETE.

THIN SUMMER BLANKETS,
\$3.50 each.

A NECESSITY AND A LUXURY FOR THE SUMMER.

LANE, CRAWFORD & CO. [80]

V. O. S.

AND

EXTRA SPECIAL FINEST
LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 2nd July, 1908 [40]

THE SAVOY,

13, Queen's Road Central.

FIRST CLASS GOODS:

New Regal Shoes and Monarch

Shirts.

Outfitters.

W. B. Corsets.

Ladies' Shoes.

Embroidered Linen and Satow

Drawn Work, &c.

Hongkong, 2nd July, 1908. [633]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar

at pupil's residence.

Evening engagements for Dances and

Concerts.

Apply to—

E. J. LOPES

C/o Hongkong Telegraph Office.

Hongkong, 9th March, 1908. [302]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
1.30 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
2.30 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAYS.

Extra cars at 9.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, ALEXANDRA BUILDING,

Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 6th June, 1907. [47]

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons,
"HEUNGSHAN" 1,998 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M.

(Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M

Mails.

NORDDEUTSCHER LLOYD,
BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR	STEAMERS	TO SAIL
KUDAT and SANDAKAN.....	"BORNYO" Capt. F. Sembill	SATURDAY, 8th Aug., 9 A.M.
NAPLES, GENOA, ALGIERS, GIBALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.....	"SCHARNHORST" Capt. L. Maass	WEDNESDAY, Noon, 12th August.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.....	"DERFFLINGER" Capt. G. Meisner	About WEDNESDAY, 12th August.
MANILA, NEWGUINEA, BRIS- BANE, SYDNEY and MEL- BOURNE.....	"PRINZ VIGISMUND" Capt. D. Leoz	THURSDAY, 5 P.M., 13th August.

All our Steamers to and from Australia, will call at YAP.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 7th August, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA.....	AUSTRALIEN	Verron.....	17th Aug., P.M.
MARSEILLES, VIA PORTS	ARMAND BEHIC	Guionnet	18th Aug., 1 P.M.
SHANGHAI, KOBE, YOKOHAMA.....	ERNEST SIMONS	Girard	31st Aug., P.M.
MARSEILLES, VIA PORTS	YARRA	Sellier	1st Sept., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.
Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 4th August, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALICE, MARSEILLES, GENOA, NAPLES, COLOMBO, VIA SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.
GENOA to HONGKONG in 30 DAYS.
NAPLES

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO
Connecting with the Canadian Pacific Railway.
FREIGHT to OVERLAND and EUROPE via VANCOUVER.
PASSENGERS to OVERLAND and EUROPE via VANCOUVER.
YOKOHAMA—VANCOUVER

Homeward: MEXICO, RIVER-PLATE, BRAZIL, LA PALICE, LIVERPOOL, VIA MAGELLAN STRAITS.

Proposed Sailings:

1 OUESSANT	27th Aug.	1 CYLAN	26th Nov.
* AMIRAL OLY	12th Oct.	1 CORSE	11th Jan., 1909.

1 New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.
Intermediate class and rates of passage.
All round the world ticket by these boats, &c.
For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

(45)

Hongkong, 6th August, 1908.

WEST RIVER BRITISH STEAMSHIP
COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"
SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.
These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILARATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 5th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

(19)

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	First half Aug.	JAVA	First half Aug.
TJIMAH.	JAVA	Second half Aug.	SHANGHAI	Second half Aug.
TJILATJAP.	JAPAN	Second half Aug.	JAVA	Second half Aug.
TJIKINI	JAPAN	First half Sept.	JAVA	First half Sept.
TJIPANAS	JAVA	First half Sept.	JAPAN	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,

YORK BUILDINGS, 1st floor,

Hongkong, 7th August, 1908.

(16)

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Ward near Wing Lok Street.
Canton Agents—Messrs. E. J. Paquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 26th March, 1908.

(11)

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

(50)

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

At QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1904.

(1)

FRENCH STORE.

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand:—

TRUFFLED SAUSAGE,

BREAKFAST BACON,

CALF'S HEAD & HAM,

PEAS & HAM,

PORC, MUTTON & VEAL CUTLETS,

CHICKEN & HAM,

VEAL & GAME PATES,

MUTTON & CHICKEN CURRY,

ASSORTED SOUPS,

FRENCH JAM &

FRUITS IN SYRUP, &c.

Hongkong, 17th July, 1904.

(11)

FORMOSA ABORIGINES.

GOVERNOR-GENERAL ON THE SITUATION.

General Viscount Sakuma, Governor-General of Formosa, arrived at Shimonoseki by the *Saikyo-maru* from Formosa on his way to Tokyo on the morning of the 28th ultimo. In an interview with a representative of the *Osaka Mainichi*, Viscount Sakuma stated that his business in Tokyo was to apply for the presence of a Prince of the Imperial family at the celebration of the completion of the Trans-Formosan Railway, to be held in October next, when the weather was as its best in Formosa. He would remain in Tokyo until the beginning of September.

Referring to the question of the aborigines, Viscount Sakuma remarked that the total number of the aborigines was estimated at about 120,000. Their religion was ancestor-worship, which involved the belief that their forefathers would be offended if they did not collect as many human heads as possible, and that in punishment their crops would be blighted. It was impossible to control them by any general means. Their chiefs were much more advanced in knowledge than many village mayors in Japan, and were more resolute in disposition. The chiefs of tribes living near Taipei were well experienced in foreign intercourse, and it was difficult to reconcile them to the rulers of the island. The only course available to effect that desideratum was to guide them by education, which would be a work of time. Over a thousand of the aborigines were learning Japanese from police officials and other Japanese living on the boundaries of the aborigines. They were found to be much cleverer than the Chinese and quicker in acquiring knowledge.

CHINESE IN SEATTLE.

VICE-CONSUL WANTED.

The Seattle *Post Intelligencer*, of 4th ult., says:—A Chinese vice consul in Seattle is likely to be the result of the Chinese sailors striking for their wages on the steamer *Hea*, now in the harbour. When it came to having a spokesman the Chinese were unable to get anything better than an interpreter, and it was necessary to send to Portland for the Chinese vice consul, the only one in the Northwest. He will arrive here to-day.

A number of Chinese merchants took up the matter yesterday, and from present indications there will be a meeting shortly in an effort to secure for this city a vice consul.

In speaking about the matter yesterday, I. A. Nadeau, director general of the Alaska-Yukon-Pacific exposition, said:

"There is good reason for Seattle having a Chinese vice consul. Our business with China is growing all the time, and where a few years ago we only had an occasional clipper ship sailing from here we now have several big steamship lines. That trade is important; as evident from the harbour master's report, published but a few days ago. A vice consul can facilitate shipping, and there are many little matters that his presence will greatly aid. Our trade relations with China are very pleasant, and a gentleman representing the Chinese government's commercial interests would increase the good feeling that now prevails."

Tuck Tong, of the company that bears his name, said: "I think the presence of a vice consul here will materially assist our commercial relations both with this country and our own. It is not for to-day alone, but to-morrow, that we need a commercial representative here." Shing Wo, who conducts a general merchandise store, said: "The vice consul who is at present located at Portland has a very large territory to cover. I believe that it would be better for him to be located in this city, for it is here where all the shipping arrives from China. When the Chinese crew on the *Hea* demanded their wages it was necessary to send for him. Had he been here the question could have been taken up immediately. There is, however, a larger field than even that for a commercial agent."

Chink Kee, manager of On Chong Lung & Co., was very much pleased when the question was put to him. He said: "I am certainly in favour of having a vice consul located in Seattle. We brought the question up to the minister at Washington several years ago and got turned down, but that is no reason why we cannot make another effort, especially in view of the fact that the trade with China is increasing all the time. There are many things that a vice consul can do to help both the shippers to China and those who receive freight. Added to this is the facility with which the Chinese themselves can appeal to a representative of their own government. I want to see a vice consul here, and will do my part to get such an appointment made for this city."

Ab King also said he would co-operate with the other firms in obtaining for Seattle a commercial agent of China.

Auction.

PUBLIC AUCTION.

THE Underigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 8th August, 1908, at 1.15 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF

JAPANESE CURIOS.

Comprising—

KINKOSAN SATSUMA TEA SETS, VASES, BOWLS, PLATES, MAKUDZU and various kinds of PORCELAIN, WARE, DINNER, TEA and COFFEE SERVICES, SILK-EMBROIDERED BED and TABLE COVERS, GOWNS, SCREENS, GOLD and SILVER GLOISONNE WARE, BRONZE and BRASS WAR, &c., &c.

Catalogues will be issued.

Terms—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 7th August, 1908.

(27)

To Let.

TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD.

Apply to—

HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.

Hongkong, 30th March, 1908.

(126)

TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1908.

(159)

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarters.

Apply to—

DAVID SASSOON & Co., LD.
Hongkong, 22nd May, 1908.

(157)

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon, at \$45 plus taxes per month.

Immediate possession.

Apply to—

A. RAYMOND,
C/o S. J. David & Co.
Hongkong, 24th July, 1908.

(601)

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floor of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—

THE COMPADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.

Hongkong, 9th June, 1908.

(188)

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16, Des Voeux Road next to the Hongkong Hotel.

FLATS in MORRISON TERRACE.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1908.

(61)

TO LET.

OFFICES (2 Rooms) on First Floor, York Building.

Apply to—

KELLY & WALSH, LD.
Hongkong, 27th July, 1908.

(706)

TO LET.

GODOWN No. 14, DUBELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1908.

(490)

TO LET FROM 1ST SEPTEMBER.

AT SHAMEEN, CANTON.

Apply to—

HOUSE No. 103 (Kwan Hwa Building) at present in the occupation of the I. M. Customs.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st August, 1908.

(601)

Intimation.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

Fashions
and
Novelties
in
Lace Goods.

Latest
Designs
in
Muslin
Embroideries,
Allovers,
Flouncings,
Insertions.

BLOUSES,
BLOUSES,
BLOUSES.

Latest
Shapes
and
Styles
BELTS.

Wm. Powell, Ltd.,
General Drapers,
Furnishers,
Des Voeux Road,
and
28, Queen's Road,
HONGKONG.

Entertainment.

BOXING BOXING

ONE OF THE
GREATEST BOXING CONTESTS
HONGKONG EVER WITNESSED.

Theatre Royal, City Hall,
Hongkong.

TO-MORROW, 8th AUG., 1908.

MAIN EVENT
25 ROUNDS.

"BATTING" SIMMS v.
"JIMMIE" O'ROURKE
U.S.S. Wilmington, 148 lbs. U.S.S. Wilmington,
\$500 GOLD PURSE. \$1,000 SIDE BET.
Ensign W. D. GREER, Referee.

PRELIMINARIES:
6 ROUNDS.

"HEINIE" MILLER v.
"JIMMIE" MCFADDEN
U.S.S. Wilmington, 128 lbs. U.S.S. Wilmington.

6 ROUNDS.
"S. ORTIL" MCKENNA v.
"AMIE" COYNE
U.S.S. Wilmington, 124 lbs. H.M. Naval Yard,
Hongkong.

NOTICE:—The Simms vs. O'Rourke fight is a return match, their first encounter having resulted in a 15 round draw at Shanghai, while "JIMMIE" O'ROURKE was serving on board the U.S.S. "GALVESTON."

Tickets: \$1, 2, 3, and Ring-side \$5.

THE MANAGEMENT.

First contest starts at 8.30 P.M., sharp.
Doors open at 8 P.M.

Booking plans now open at the

ROBINSON PIANO Co., Ltd.

W. H. BAROWSKI,
Com. U.S.S.N.,
U.S.S. Wilmington
Hongkong, 7th August, 1908. [722]

For Sale.

ALFRED HERBERT RENNIE, Deceased.

SALE BY PRIVATE TREATY.

THE TRUSTEE in BANKRUPTCY of the Estate of the above Deceased invites offers for the purchase by private treaty of the undermentioned property, viz.:

ALL THAT PIECE or PARCEL of GROUND situate at Victoria in the Colony of Hongkong, containing an area of 129,550 square feet and known and registered in the Land Office as Island Lot No. 1,633 held under a Crown Lease for the unexpired residue of a term of 75 years from the 9th day of April, 1921, at the annual Crown rent of \$552 Together also with all that substantially built residence standing on the said Piece or Parcel of Ground or on some part thereof known as "The Firs."

The residence is exceptionally well situated on an elevation close to the junction of the Magazine Gap and Bowen Roads and close to the Bowen Road Tram Station.

The House is a fine two-storied building containing every modern convenience.

The Building contains large Basement and well arranged Laundry.

On Ground floor—Drawing Room, Billiard Room (full size) and Dining Room, Kitchen and other usual offices.

On First Floor—Two large Bed Rooms with Bath Room adjoining; Boudoir and Dressing Room.

The Out buildings include Stabling and a Fine Swimming Bath.

The Out offices and Coolie Quarters are conveniently situated and exceptionally well built.

The Grounds and Garden, which are well laid out, include a Grass Tennis Court and are large enough to allow for a considerable extension of the present buildings.

Offer to be sent to—

Messrs. JOHNSON, STOKES and MASTER,
8, Des Voeux Road Central, Hongkong.

Solicitors for the Trustee in Bankruptcy of the Estate of the late A. H. RENNIE, Deceased.

Hongkong, 6th June, 1908. [583]

F. BLACKHEAD & Co.,

SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAHTJENS GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAMLER'S PATENT MOTOR
LAUNCHES.

and
and
and

SOLE AGENTS for
FERGUSON'S SPECIAL CREAM
and
P & O. SPECIAL LIQUOR BOOTH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 7th March, 1908.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES.

AND
TOILET REQUISITES
FOR SALE

12, D'ARQUILLER STREET,
HONGKONG

(19) (1908/9th September, 1907)

Public Companies.

HONGKONG, CANTON AND MACAO
STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-FOURTH ORDINARY
HALF-YEARLY MEETING of
SHAREHOLDERS in the Company, will be
held at the Office of the Company, Hotel
Mansion, on TUESDAY, the 11th August,
at 12 o'clock Noon, for the purpose of receiving
a Report of the Directors, together with a
statement of Accounts, declaring a Dividend,
confirming the appointment of Directors; and
electing Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 28th July to 11th
August, both days inclusive.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary. [682]

Hongkong, 18th July, 1908.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the ORDINARY
HALF-YEARLY MEETING of the
SHAREHOLDERS in this Corporation
will be held at the City Hall, Hongkong, on
SATURDAY, the 22nd day of August, 1908,
at Noon, for the purpose of receiving the
Report of the Court of Directors, together with
a statement of Accounts to 30th June, 1908.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager. [723]

Hongkong, 1st August, 1908.

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation
will be CLOSED from MONDAY, the
10th instant, to SATURDAY, the 22nd instant,
(both days inclusive), during which period no
Transfer of Shares can be registered.
By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager. [724]

Hongkong, 1st August, 1908.

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING of SHAREHOLDERS
will be held in the Office of the Company,
Queen's Buildings, Corner of Road, on
MONDAY, 24th August, at 12 o'clock Noon,
for the purpose of receiving the Report of
the Directors and the statement of Accounts
to the 30th June, 1908.

The TRANSFER BOOKS of the Company
will be CLOSED from the 10th to the 24th
August, both days inclusive.

By Order of the Board of Directors,
THOS. J. ROSE,
Secretary. [708]

Hongkong, 28th July, 1908.

Intimations.

E. R.

NAVY CONTRACTS, 1908-9.

SEALED TENDERS, in Duplicate, for the
Supply of WATERPROOF JACKETS,
TROUSERS, and SOUTH WESTERS for
H. M. NAVAL FORCES on the China Station,
will be received by the DEPUTY VICTUALLING
STORE OFFICER, H. M. Naval Yard, until
Noon on MONDAY, the 10th August, 1908.

Forms of Tender and any necessary
information may be obtained on application.

The right to reject the lowest or any Tender
is reserved.

F. I. GELSTHORPE,
Deputy Victualling Store Officer,
H. M. Naval Yard,
Hongkong, 31st July, 1908. [12]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask
ex Factory.

In Bags of 50 lbs. net \$3.35 per Bag
ex Factory.

SHEWAN TOMES & Co.,
General Managers. [15]

Hongkong, 28th April, 1908.

PAUST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK

BY
SIEMSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907. [15]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LIMITED, have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. FARLAIN
Manager. [61]

Hongkong, 22nd June, 1907.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
Ten Cents (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 10th September, 1908. [1]

FOREIGN LADY ASSAULTED
AT KOBE.

AN UNPLEASANT INCIDENT.

The Japan Chronicle, of 28th ult., says:—On
Sunday evening an incident occurred at Koro-
yama Park which is likely to deter foreign ladies
in future from visiting that pleasant little
watering place. Mr. C. V. Schmidt and a
number of friends, including three ladies, were
strolling through the park at about seven
o'clock in the evening, when suddenly, and
without any cause whatever, a Japanese man
went up to one of the ladies who formed the
party and struck her in the face with his fan.

Mr. Schmidt, who was walking with the rest
of the group a short distance behind the ladies,
immediately ran up and felled the assailant
with his stick. Several Japanese, about
eight in number, then set upon Mr. Schmidt,
and in the struggle he received a nasty
wound on his head. Notwithstanding the
heavy odds, however, he and a friend managed
to stretch two of the assailants on the ground.

During the scuffle the husband of the lady who
was insulted was thrown to the ground, and she
at once went to assist him to get up. As the
lady bent over her husband she was seized and
thrown down the bank of the small stream
which runs alongside the park. Naturally a great
crowd gathered, and after a time a policeman
put in an appearance. All those concerned then
repaired to a neighboring restaurant, where
a preliminary inquiry was held by the police.

At first the Japanese professed friendship with the
foreigners, and referred—in English—to the Anglo-
Japanese Alliance, but several other scuffles
took place, until at last they were arrested, and
detained in the police station at Nishinomiyama,
being subsequently brought to Kobe.

The man who was the cause of the disturbance
apologized to Mr. Schmidt the same evening
and when the latter visited the police station
yesterday morning all the men had been released,
as they had apologized to the police.

It may be added that the lady who was the
victim of the unmanly attack had only
arrived in Japan the same day, and will scarcely
have received a very favorable first impression.

THE FLOUR TRADE.

DECLINE IN EXPORTS EXPECTED.

Shipments of flour from San Francisco have
been declining while shipments from Portland,
but especially from the Sound, have increased
by leaps and bounds, says the Commercial
News.

The shipping of wheat practically started in
1905, very little having been shipped prior to
that date. It will be seen that the increase has
been enormous. The reason for this is that in
Japan they have been making preparations to
grind their own flour. This has been done and
exhibited by the action of the Japanese govern-
ment in putting a prohibitive duty on flour. So
that in the near future all the flour used in
Japan will be milled in that country. On that
account we can expect a decline in the amount
of flour exported and a corresponding increase
in the amount of wheat. The same is true of
China, but to a smaller extent. Several mills
have been built at Shanghai, and a very large
one built at Hongkong. The greater part of
the wheat supplying these mills comes from
this country. To show how difficult it is for
any one to anticipate what our trade will be
with the Orient it may be stated that quantities
of bran are now being imported to this country
from both China and Japan.

This gives an idea of the progress made in
this trade and gives us a fair estimate of the
value of the Oriental trade to the Pacific coast,
says the San Francisco paper. The percentage
of increase is very much greater in years which
we are reviewing. So what the next ten years
will bring forth no person can even predict.
We know that China with her four hundred mil-
lions of people have only commenced to wake
up in a small degree. What will our trade be
even when they are partly awakened up, and that
a tremendous change is going on there no one
can dispute. Truly these Pacific states will in
two or three decades be the front instead of the
back of the United States, and San Francisco
will be the front door. The potentialities are
so great as to be astounding. A great deal
has been written on the mastery of the Pacific
and the aim of this article is to show that it is
worth striving for, and to the nation that is
able to hold it what can be expected in twenty
or thirty years from now?

THE JAPANESE BOYCOTT.

AS REPORTED IN VANCOUVER.

The World (Vancouver) of the 11th July
says:—The Blue Funnel liner Keweenaw arrived
from the Sound with 1600 tons of general cargo
for Vancouver. There is a larger quantity of
iron pipe than usual in the Blue Funnel cargo,
and she brought a bigger load of freight for
Vancouver than for any other port on the
Pacific coast.

Pilot Jones had to make a second try to
bring the Keweenaw up to the Evans, Coleman
and Evans wharf. The wind and tide were
going strong and it was no easy task to bring
in a steamship of her size under the conditions.

The Keweenaw had an uneventful voyage, in
pleasant weather. There were a large number
of Chinese passengers landed at Victoria and
the Keweenaw has been notified that an immense
number of pilgrims to Mecca will be waiting
for her when she reaches the Red Sea.

The Blue Funnel liner will be here a week
and carry out a fair-sized cargo of lumber from
Hastings mill.

News was brought that the boycott of the
Japanese by the Chinese has reached such
appalling proportions that national bankruptcy
is expected to overcome Japan, unless the boy-
cott cases. It has cost Japan \$10,000,000 in
trade already, and there are no signs of a let-up.

It is said to be the common talk on the Coast
that China will make Japan's humiliation so
overwhelming and complete, at the same time
striking with the Russians, that she may be
able to become eventually the diplomatic
sister of the United States.

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Intimations.

SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.
Known throughout the world and prescribed in all cases of
Anemia, Debility and Convalescence, to young women, children
and the aged. Invaluable in hot climates.
DOSE: One wine-glass after the two principal meals.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition
to the registered trade-mark:
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL BEARING THE INITIALS.
CLETEAS is a MELISSA and MINT cordial
which surpasses all others by its
purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE du VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDERON, MACGREGOR & Co., Hongkong.

WORKS MANAGER WANTED OVER
GENERAL ENGINEERING WORKS.

MUST have First-class General Engineer-
ing knowledge and experience.
Good Education and Energy are requisite.
Particulars of Qualifications, Age, and
Salary expected should be given.

Applications to reach Tientsin before 31st
August, and to be addressed to—

SECRETARY,
TIENSIN IRON WORKS,
Tientsin.

The above position is vacant owing to the
resignation of present Manager who is leaving
China permanently.
Tientsin, 6th August, 1908. [730]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆廣李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at
No. 35, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., firms and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co.

ORDERS punctually attended to, and
CHARGES most moderate.

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO H.E. THE GOVERNOR
AND HOUSEHOLD.

WATSON'S
LOTION FOR PRICKLY
HEAT.

A sovereign remedy; immediately relieves the
irritation.

WATSON'S
PRICKLY HEAT
POWDER.

for Prickly Heat, Suburban and Roughness
of the skin. Highly recommended
by the medical faculty.

WATSON'S
BORATED TALUM
POWDER.

A soothing and sanitary powder Allays
irritation and prevents chafing of the
skin. A luxury after shaving.

WATSON'S
GLYCERINE & MILK
OF CUCUMBER.

for rendering the skin soft and fair. An
effective remedy for all imperfections
of the skin caused by
Summer Heat.

A. S. WATSON & CO.,
LIMITED,
THE HONGKONG DISPENSARY,
AND
KOWLOON DISPENSARY.

Hongkong, 4th August, 1908.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Street, Hongkong,
and should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.

The rates per quarter and per month, proportional.
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accessible to messenger. On copies sent by post an
additional \$1.80 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 80 cents per quarter.
Single Copies: Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.

At Stokes' Bungalow, The Peak, on the 7th
August, the wife of J. FINLAY MILLER, of a
son.

On August 2, 1908, at Shanghai, to Mr. and
Mrs. Marco Goldstein, a son, LAZARETH.

On Monday, August 3, 1908, at Shanghai, to
Mr. and Mrs. R. FULLERTON, a daughter.

DEATHS.

On August 1, 1908, at Shanghai, ERNEST
LESLIE, infant son of Mr. and Mrs. H. E.
Kington, aged 10 months.

On August 2, 1908, at Shanghai, of acute
perfor. ing appendicitis and general peritonitis,
EDWARD GOULDING, aged 13 years and 6
months, only son of E. G. Wilson.

On August 3, 1908, at Shanghai, JOHN
STANISLAW, the son of Francis and Lillie
Ellis, aged 11 months.

The Hongkong Telegraph
HONGKONG, FRIDAY, AUGUST 7, 1908.

PARTNERSHIP REGISTRATION.

THE FAMOUS CANTON CASE.

The difficult subject of the registration of
partnerships in Eastern commercial communities
is very curiously illustrated in the proceedings
of a case just concluded at Hongkong, before
the Chief Justice of that Colony, observes the
Singapore Free Press editorially. The
leading article, which we reproduce, says:—The
chief point in the case was a question of tres-
pass and improper seizure of certain premises
in Canton, and the minor point was a question
of libel as alleged to have been expressed in a
letter to the Chinese authorities at Canton re-
questing that seizure to be made. But it is
this minor point in respect of the status of the
nine plaintiffs as partners in the Chinese
firm, that sought damages for the seizure
at the instance of the German firm accused
of a libellous representation, that bears upon
the question of registration of partnerships. The
important deliverance on that point, which is
a matter of great interest everywhere in the
Far East, was not made by the Court on that
occasion, but by the foreman of the jury. We
append excerpts from the report bearing on the
matter of the status as partners, and therefore

as parties to the action, of the nine Chinese
plaintiffs.

After twelve days the action by Leung Hai
Nam and others against Renter, Brockelmann
and Co., who were alleged to have illegally
procured the Chinese authorities to seize the
premises of the plaintiffs at Canton, was con-
cluded before the Chief Justice, Sir Francis
Piggott, and a special jury, at the Supreme
Court on July 17.

In the course of summing up His Lordship
said:—

Had the defendants proper and reasonable
grounds for making the statements which they
did, at the time of writing that particular letter?
He was bound to direct them to return a verdict
for the plaintiff for trespass and estimate the
damage according to the principles which he
had endeavoured to lay down. In conclusion
His Lordship put the following questions to the
jury: As to the nine, were they partners in the
Kwong Hing Choong? As to the three, were
they partners in the Chung Loong; secondly,
did the defendants give a reasonable and pro-
per cause in alleging that they were partners
when they wrote the letter on February 21 and
were the words a libel or not, and if so what
damages?

After an absence of fifty-five minutes the jury
returned and gave a unanimous verdict for the
plaintiff on the question of trespass by direction
of His Lordship, and awarded \$1 damages.
Their answer to question two was in the nega-
tive, by a majority of 5 to 2. Their answer to
the second question was in the affirmative by a
majority of 6 to 1. To question three the
answer was also in the affirmative by 4 to 3
and the jury were unanimous with regard to
there being no libel.

The foreman, at the conclusion of the case,
said that the jury considered that the objec-
tional system pursued by Chinese firms in
concealing the identity of their partners by the
use of "Hong" names, was one to be discour-
aged, and firms using such names ought not to
be allowed to have the benefits of the Courts.
His Lordship concurred, and exempted the
jury for two years.

This seems to be a common-sense solution
of the difficulty, and it has the approval of
the Chief Justice of Hongkong. Unless a Chinese
firm publicly declared in full, by list exhibited
in its office, or otherwise, the individual names
of all its partners, it could neither sue nor be
sued, and as a result would be incompetent to
enter into any business contract so long as
its "Hong" designation concealed the names of
all or any one of its partners. It would
therefore cease to exist for all business purposes,
for, naturally, with denial of access to the
Courts it could neither receive nor give credit.
If it gave credit, it could not enforce payment
by any legal process. The law takes good
care to see that limited liability companies
comply with every formality, that can secure
publicity and, consequently, thus protects the
interests of the shareholders. The personnel
of the partners in European firms at home and
abroad are given in the local directories, and
all changes in partnership are invariably
publicly advertised. The Hongkong suggestion
is one that would do away with the necessity
of a special Ordinance. A proviso in an ap-
propriate clause in a Civil Procedure Code
directed against the status of undeclared part-
ners having any right to remedy through legal
process for loss to the firm in which they
may hold a secret interest would prove
sufficient to provide all the needed indirect
compulsion towards a declaration of partner-
ship. Registration would become quite
unnecessary, for Chinese traders would then
come out into the open just as Europeans do.
A partnership is formed with an intention to
trade, and the course for the legal enforcement
of contracts. Any confederation of traders (that
by anonymity, under cover of a mere "Hong"
title, thereby deprived itself of recognition by
the Courts would at once take the simple and
honest steps that would justify such recognition.

LOCAL AND GENERAL.

THE Czar of Russia employs 10,000 servants,
and his stables contain 50,000 horses for his
personal use.

MR. TSUTSUKI, head of the Japanese Com-
mission to the Hague Conference, has been
created a Baron.

It is a peculiar fact that Africans never sneeze,
neither do their descendants, if they are pure
blooded, although domiciled in other parts of
the world.

A MARINE COURT on the loss of the British
s.s. *Ying King* will be held at the Harbour
Office on Tuesday next, the 11th instant, at
10.30 a.m.

THE first hotel in Europe for women only,
and managed and staffed by women, has just
opened as an experiment in Zurich by the
Salvation Army.

THE art of La Guaira has refused to hand
over to the Dutch cruiser *Gelderland* its mail.
The forts are placing themselves in readiness
for emergencies.

At a general meeting of the Ensuiko Sugar
Refining Company (of Formosa), held in
Tokyo last month, a proposal was approved to
raise a foreign loan of ¥1,000,000.

A JAPANESE paper has been suspended for
championing the agitation against the Resi-
dency-General's Ordinance ordering the official
nomination of the chiefs of Japanese multi-
plicity in Korea.

THE Emperor will decorate General Fuku-
shima with the Double Dragon of the First Class
in recognition of the successful work he has
done in regard to the Education of Chinese
cadets studying in the Military Academies of
Japan.

LAT-PING, accountant and partner of the Hok
Kee firm, of 363, Queen's Road Central, was
arrested yesterday for, it is alleged, embezzling
the firm's money. He was charged in the
Police Court, this morning, and remanded. The
sum at issue is stated to be \$100,000.

As the Band of the 3rd Middlesex Regiment
are engaged at the Hongkong Club to-morrow
evening, during dinner, they will not be able to
play at the Hongkong Hotel as usual but will
be available on the following Saturday, 15th
instant, when they will play during dinner at
the Hongkong Hotel.

An eight-year-old girl, Leung Fook Mui, was
yesterday, knocked down and injured on the
Praya East by a ricksha. She was sent to
hospital. The ricksha puller was arrested and
charged with reckless driving in the Police
Court, to-day. The case was remanded until
the discharge of the girl from hospital.

In the Supreme Court, to-day, Messrs. Lane,
Crawford and Company got judgment against
Lieut. Balderston, of the Mahanui Light In-
fantry. They claimed \$74 85 for clothing ap-
plied. The defendant did not appear, nor was
he represented, and judgment was given in de-
fault. Mr. Justice Gompertz presided.

THE Central Government has received a dis-
patch from H.E. Pao Fao, Governor of Shanai,
to the effect that the Dalai Lama, or Buddhist
Pontiff, will visit Peking early next month in
obedience to the Imperial command, and that
he seemed to be quite pleased to hear of the
measures to be taken to do him honour by the
Government upon his arrival in Peking.

At a meeting of the Single Tea Company the
chairman said: Indian tea gave twice as much
liquid tea as China tea, contained far less
tannin, and was more stimulating and sustain-
ing. The quantity of tea imported into the
United Kingdom from British possessions dur-
ing the past financial year amounted to
277,860,575 lbs., and that from foreign countries
to 39,204,745 lbs.

A TOKIO dispatch, of 1st inst., to the *N. C. D.*
News says:—The Japanese Shipowners' Union
on behalf of the owners of the *Alito Maru*,
which was damaged in a collision with the
Courfield on May 20 at Moji, is bringing a
suit case for damages before a British Naval
Court. The decision of the American Railway
to abandon their Pacific Export trade is re-
garded here merely as an indication that the
contest between the railway interests and the
Interstate Commerce Commission has reached
the "bluff" stage.

DURING the voyage of the American liner *Ali*
Maru, which left Yokohama on June 10 for
Seattle and returned on July 23, trouble oc-
curred on board the steamer. It appears, says the
Japan Mail, that on June 14 a sailor named Y.
Matsui attacked his comrade, S. Kawasaki,
with a short sword, inflicting injuries on his
head and breast, after a slight dispute. The
victim died on the following day. The Captain
had the offender put under arrest until arrival
at Yokohama, when he was handed over to the
Harbour Police Office.

THE Kobe Sugar Refining Company has had
a successful career so far. The company was
established in October 1906, with a capital of
¥2,000,000, of which ¥250,000 is now paid up,
the head office being situated in Hyogo. The
company's daily output of sugar at present is
estimated at 10,000 piculs, and the operatives
employed daily number about 140. The mar-
ket for the sugar has now extended to Chugoku,
Kyushu and Shikoku, but the principal cus-
tomer is Osaka. As a result of the restriction
placed on the output during last month, the
sugar market has slightly advanced, and sales
are good, the company's resources being greatly
taxed at present to meet the demand.

A CLAN fight on a large scale between coolies
employed by the Cotton Mills, at Causeway
Bay, would have taken place in Caroline Hill
Road yesterday afternoon had it not been for
the timely intervention of the police. As a
matter of fact the police were aware that the
fight was to take place after working hours and
long before that time detectives were posted at
different points in the neighbourhood. At five
o'clock sharp the coolies surged out of the
gates and assembled on the road. In a gang
some distance down matters did not look well.
High words were exchanged, then hands were
raised, and the police charged the mob, placing
six men under arrest. The rest of the gang,
who were waiting their opportunity to take
part, soon disappeared. The accused were
charged in the Police Court, to-day, and each
man was fined \$5.

REFERRING to the employment of ¥1,000,000
recently borrowed in America by the Toyo
Kisen Kaisha, we learn that the money is re-
quired for payment of the *Chiyo-maru*, a sister-
ship of the *Tenyo-maru* which is now being
built at the Mitsui Bishi Yard at Nagasaki,
and is to be completed in September next.
A quarter of the price was paid at the
end of May last, and the remaining three-
quarters, about ¥3,360,000—falls due shortly.
It is understood that Mr. Asano, Presi-
dent of the Company, who negotiated the
loan and left New York for England last week,
desired to borrow ¥4,000,000, but only succeed-
ed in getting half the amount. There are two
alternatives for raising the remaining
¥1,360,000 to pay the balance of the price of
the *Chiyo-maru*, one to call up a second instal-
ment on the preferential shares, and the other to
raise an additional foreign loan.

SHIPPING AND MAILS.

MAILS DEPART.

German (*Derfflinger*) 12th inst.
Indian (*Koonang*) 14th inst.
Indian (*Koonang*) 18th inst.

The Danish s.s. *Cathay* left Singapore yester-
day, p.m., and may be expected here on 15th inst.,
a.m.

The T. C. S. N. Co.'s s.s. *Kowloon* left Cal-
cutta for this port via the Straits on 2nd inst.,
and may be expected here on or about 18th inst.

The T. K. K. s.s. *Tony* arrived at Macao yester-
day, and she will be due to sail
from there on 9th inst., arriving in Hongkong on
11th inst., morning.

Canton Flood Bazaar.

THE OPENING CEREMONY.

GREAT SUCCESS.

[From Our Own Correspondent.]

Canton, 6th August.
Emulating the good example of Hongkong
in the organisation of the Flood Fund Bazaar
to raise funds in aid of the sufferers by the
West River Floods, the Central Relief Com-
mittee at last succeeded in carrying out a
similar fete in Canton with the kind co-opera-
tion of the Directors of the Hongkong Tung
Wa Hospital. Yesterday morning crowds of
people were seen proceeding in the direction
of the Western suburb, wending their way to
the extreme end of To Po street for the huge
marshed, which had been erected for the pur-
pose, covering an area of over 33 mow of land
including the Hackett Medical College and the
Kwan Wai Girls College. The building had
all the appearance of a fairy pavilion. The
front portion of the marshed was conspicu-
ously prominent by its resemblance with a pagoda.
On entering To Po street, one cannot miss the
sight of the pagoda.

Everywhere the gates were thronged with
large numbers of visitors. There were
present at the opening of the Bazaar Taotai
Wang, vice-superintendent of the Police
Department, the Kwang Chow Prefect, the two
district magistrates of Nanhai and Panyu and
other officials. There were also present the
British Consul-General, the American Consul,
the French Consul and the Japanese Consul.
Owing to exigencies of business H. E. Viceroy
Chang Jen-chao was not able to be present to
perform the opening ceremony.

At 2 o'clock in the afternoon the president of
the Bazaar, H.E. Tang Siu Chik, was requested
to declare the Bazaar open. He thanked all
the assemblage for the honour of their presence.
He then mounted the platform, delivering a
brief speech in suitable terms and performed
the duty of declaring the Bazaar open as re-
quested.

In the Bazaar besides articles of every
description and variety for sale, there were
iced drinks and a large assortment of jivling
delicacies offered to the visitors. The mar-
shed was divided into many different sections
and they were all properly fitted up. The lady
stallholders appeared remarkably active in per-
forming their duties, and by their winning graces,
the visitors were persuaded to patronise as much
as they could without exhibiting the least signs
of being importuned. On the contrary they
were eager to show the extent of their sympathy
with the sufferers by the disastrous flood.

Next to the reception hall, there is a flower
pagoda, of which the flowers were supplied by
the gardeners of the famous gardens at Fat.
Some of them are for sale and others for ex-
hibition only. A large quantity of embroidery
work by the female students of the Hackett
College was on show and the proceeds
for yesterday were for the most part derived
from them. Lady Chang Jen Chun, who was
not present, sent a special officer to buy
a picture for \$1,000. A copy of a Chinese
newspaper 44 years old styled the "Hong-
kong Kün See Pin Luk" presented to the
Bazaar by Chu Wan Pin was purchased by Mr.
Chu Pak Kin for \$100. The Kwang Chow
Prefect, the Nanhai Magistrate and the
Panyu Magistrate, Sir Chen Tung Liang,
Cheng each paid \$100 for a glass of aerated
water. A lady bought a picture for \$600 and
Mr. Chu Pak Kin also bought one for
\$1,000. Mr. Wong Shih Ping, formerly vice-
president of the Canton-Hankow Railway
Company, took a glass of water for which he
paid \$1,000 and many others paid from fifty
dollars to several hundred dollars for a single
glass of water or for an ordinary painting.

The total proceeds of yesterday's sales
amounted to about \$20,000, of which \$7,500
has been already collected.

To avoid unexpected trouble the committee
has arranged that the Bazaar be opened
each day from 12 noon to 6 p.m. The Viceroy
has given instructions to the Police Authorities
to take every necessary precaution in giving
protection to the visitors.

Judging from the amount realised yesterday
at the Bazaar it is hoped that the total col-
lection for the seven days will bring in a sum
of over \$70,000.

YARN DISPUTE ENDED.

PLAINTIFFS FIRM SUCCESSFUL.

Mr. Justice Gompertz, sitting in the Supreme
Court this morning, gave his reserved decision
to the action brought by the Wing Yee firm, of
265, Des Voeux Road Central, against the
Wing Mee firm and Ng Ping Yu, one of the
partners, of 33, Jervois Street, in which they
sought to recover the sum of \$6,640, being
damages for alleged breach of contract, and for
interest and godown rent in respect of a num-
ber of bales of Japanese yarn.

His Honour gave judgment for the plaintiffs
for \$11,400 and costs.

The plaintiff firm, it will be remembered,
sold to the defendants on the 14th July, 1907,
ten bales of yarn, delivery to be taken within
sixty days. Some time in October the defend-
ants took delivery of five bales, leaving five
bales in the plaintiffs' godown, which the latter
sold on the 31st November of that year, at a
time when the price of yarn had depreciated
considerably in the Colony. The yarn plaintiffs
originally purchased was at \$121 per bale but
when they sold the five bales all they could get
was \$114 per bale, so that they lost over the trans-
action. About the 8th or 9th July of this year
the defendants wrote to plaintiffs calling for the
delivery of the yarn. What the plaintiffs
claimed was the difference in the price of the
yarn, godown expenses and interest.

Mr. Justice Gompertz came to the conclusion
that there was a breach of contract and judgment
for the plaintiffs accordingly.

TROUBLE IN A STABLE YARD.

ALLEGED ASSAULT BY INDIANS.

This afternoon, in the Police Court, Mr. J. H.
Kemp presiding, Kaku Singh, a sycce, of the
Kowloon Stables, was brought up to answer a
charge of assaulting Mr. H. A. Watson, at
Kowloon last week. A cross-examination was
issued against Watson also alleging assault.

Mr. J. A. Gardner, of Messrs. Britton and
Hart, appeared for the prosecution. Mr. E.
Davidson, of Messrs. Hastings and Hastings,
was for the defence.

The alleged facts of the case, as outlined by
Mr. Gardner, were that the complainant—
Watson, an engineer of Messrs. Howarth
Erskine and Company—possessed a pony and
trap which he kept in a stable near Kasi
Avenue. He kept a Chinese, named him to look
after the pony. Quite close to complainant's
stable was another, kept by some German
gentlemen, who engaged Indian sycces. Com-
plainant had had trouble with the Indians be-
fore, especially the defendant. On 2nd instant,
while complainant was going out for his
usual evening ride, he heard a noise, and on
turning round saw defendant strike one of
his servants, who was being held to the
ground. On the following day, complainant
having returned from a ride, was on the point
of entering his house when he saw the defend-
ant and his mafos standing near the store-room
door. He ordered accused away, whereupon the
defendant, who was holding a bamboo stick in
his hand, raised it with the intention of striking
complainant on the head. Luckily the blow
was averted, and a struggle ensued. During
the fight defendant was put out, and making a
sign, he was joined by six other Indians who
proceeded to attack the complainant. Some
Europeans who were passing stopped the assault
and aided the complainant. The others man-
aged to escape somehow or another.

This story Watson bore out in evidence.
Questioned as to why he should have been
assaulted, complainant said because he ob-
jected to his servants being ill-treated by the
Indians, and also because he (complainant)
did not engage an Indian, instead of a
Chinese. The assault on him was not only
premeditated, but prearranged.

Cross-examined: You say the defendant
constantly complained to you of your mafos?
What did he complain of?

Complainant—Because of the surface drain,
which was not cleaned. The drain leads from
his stable and not from mine.

How did you take these complaints?—I lis-
tened to all he had to say, and told him that
the drain was his work, and had nothing to do
with me.

And did you treat him civilly?—I did.
You must have been knocked about in your
encounter with the defendant and the other
Indians?—I certainly was.

You were not incapacitated? You were able
to go home?—I wouldn't have been able to go
home had not the two Europeans come up.
When you took the defendant to the station,
was he marked?—Yes, caused by me in self-
defence.

Are you not certain that the other Indians
did not come up with the same intention as the
two Europeans, to separate you from the defend-
ant?—No.

The Court—You couldn't identify the other
Indians?—No, it was getting dusk. Had I
identified any I should have attempted to
take them to the station also.

You didn't strengthen your language with any
adjectives when you told the defendant to leave
the store room?—No, I don't believe in that
because it is likely to cause a disturbance. I
spoke to him like as I would speak to a brother.

You didn't give him a "hiding"?—No.
The employer, of the defendant, an assistant
of Messrs. Jensen and Company, gave him a
good character. He said defendant was a
sober and good-natured man and was not
capable of such behaviour. Asked how he
knew defendant was a sober man, he said that
on Empire Day when a number of Indians at
Kowloon were drunk, defendant was the only
sober man.

The two gentlemen—one of whom was an
American—who stopped the assault, were then
called, and gave their story of what occurred.
The case was still proceeding when this
report closed.

FIRE AT SHANGHAI.

OUTBREAK AT THE PALACE HOTEL.

Considerable excitement was created in the
vicinity of the Palace Hotel shortly after half
past ten o'clock yesterday morning when the
Fire Brigade galloped up and proceeded to un-
reel hose to extinguish a fire, reports the *N. C. D.*
News of 1st inst. The motor appliances
and fire engines were also on the scene a few
minutes after the alarm was given, but as
the members of the Brigade did not un-
horse the engines nor unrolled more than one
reel may thought that a false call had been
given. A small cloud of smoke was seen
drifting over the roof of the Hotel, but
this was from a chimney. The outbreak of
fire was in the Palace Hotel on the south side
of the building, directly over the kitchen and
near the top of the baggage lift. This is the
spot where the last fire occurred at the hotel.
There is a chimney on this side of the roof
and it is surmised that a spark from it got
between the corrugated iron and the plaster
and began to smoulder. The chimney is almost
level with the roofing and such an occurrence
would be more than probable. The smoke was
noticed by one of the hotel servants, who was
on the top floor and the alarm was given at
once. The staff, with some outside assistance,
promptly got the electric pump at work and the
hose both on the fifth and sixth floors were run-
out. Meanwhile the Brigade was notified. The
hose on the sixth floor, which has been fitted
up since the former outbreak, proved very
effective and in a few minutes all danger was
over. The firemen made quite sure that a re-
currence of the fire was impossible, and then
returned to quarters. There is a false alarm
in the roof, but the amount of damage is small.

ROUND AND GIGGED.

CHINESE WOMEN ATTACKED BY
ARMED ROBBERS.

A most daring armed robbery was perpetrat-
ed in a house, occupied by two Chinese
women, at 37, Cooke Street, Yau-mai-lai, early
yesterday morning, both women being gagged
and bound, and something like \$100 odd worth
of clothing and jewellery stolen.

It would appear from the story related by
one of the victims that some time during the
day on Wednesday a Chinaman called at the
house and asked to be allowed a cubicle, which
he wanted to rent during his stay in the Colony,
which would be a few weeks. The woman
consented to let one of her rooms at her price,
to which the stranger assented. Then he left,
promising to return with his baggage in a day
or two, after he had transacted all his business
in Hongkong.

At about seven o'clock yesterday morning,
while the two women were attending to their
business in the house, they heard a sharp
rattle at the door. Calling out from her bedroom
"Who is that?" the mistress of the house learnt
that the man had come to take up his cubicle.
Both women went to the door and opened it.
They recognised their prospective lodger stand-
ing on the landing, and invited him to enter,
while they proceeded to lead the way into the
sitting-room. They had no sooner turned
their backs than they were seized.

A fierce struggle followed between the two
defenceless women and four men, who by this
time had drawn knives. As they continued to
struggle and cry out, in spite of the warnings
of the robbers, they were beaten into uncon-
sciousness. The next thing the mistress re-
members was recovering from a dazed condi-
tion to find her mouth gagged and her wrists
and feet tied with cord. Her friend lay further
down, having received similar treatment. They
remained in that position for nearly an hour,
when they were found by neighbours and set
free.

A search was then made, with the result that
over \$100 worth of clothing and valuables,
which had been removed from boxes, were
found to be missing. Then followed the re-
port to Inspector McHardy, at Yau-mai-lai Police
Station, who is making the necessary inquiries.
A description of the robbers was also given.

THE EXPLOSION IN PEKING.

FURTHER PARTICULARS.

The following *Der Ostasiatische Lloyd* tele-
grams give further particulars of the explosion,
reported in our telegram columns of 3rd
last:—

Peking, August 2.

Fire broke out to-night in the canteen
of the German barracks in consequence of
which a powder magazine exploded. Ten
German and French soldiers, amongst them a
sergeant-major, have been killed, while about
twenty men are wounded. The number of
casualties cannot yet be ascertained with
absolute accuracy. The cause of the outbreak
of the fire is unknown; great excitement
prevails. Assistance was rendered by all the
foreign troops. Especially large was the number
of Chinese soldiers, who arrived at once. But
their efforts were in vain. The damage done
is very large, but cannot yet be ascertained.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

BISHOP MOLONY.

MARRIED IN ENGLAND.

[From Our Own Correspondent.]

Shanghai, 7th August, 3 p.m.

Bishop, Molony was married in London yesterday.

THE DALAI LAMA.

A TROUBLESOME RETINUE.

[By courtesy of the "Sheung Po."]

Peking, 6th August.

The Governor of Shanxi Province has wired to the Imperial Government advising that certain members of the retinue of the Dalai Lama have robbed and are otherwise guilty of outrageous conduct against the people.

The Governor asks for instructions as to how best to deal with the troublesome followers of the Lama.

HANKOW TSIUNG-YUNG RAILWAY.

FUNDS FOR CONSTRUCTION.

[By courtesy of the "Sheung Po."]

Peking, 6th August.

The Viceroy of Hunan and Hupeh has telegraphed the Ministry of Posts and Communications urging the setting aside of funds for the construction of the railway from Hankow to Tsing-Yung.

[Reuter's.]

Return of President Fallieres.

LONDON, 5th August.

President Fallieres has returned to Paris.

Turkey.

The Turkish Minister of Marine has resigned.

The public, who are excited and impatient, insist on the withdrawal of the whole cabinet, and the formation of a homogeneous liberal ministry.

It is reported that four other ministers have resigned.

Later.

Airship Disaster.

Count Zeppelin's airship broke from her moorings during a gale at Stuttgart, afterwards catching fire and disappearing in the air.

Count Zeppelin is safe, but there are several others injured.

Obituary.

The death is announced of M. Lavigne, Paris correspondent of the Times.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at the American Consulate General at 7 p.m. yesterday:— August 6th, 1908, at 6 p.m. Cyclone or typhoon N. of Aparri filling up.

HINDUS IN CANADA.

DEPORTATION OF INDIGENTS AT EXPENSE OF C.P.R. AND DOMINION GOVERNMENT.

It is quite possible that 300 Hindus, reported as being in indigent circumstances, may be deported to India in a short time, and others to the number of thousands may follow. Since concluding his labours on the Chinese Claims Commission, Mr. King has been looking into the Hindu problem, and finds that about a thousand Hindus in the Vancouver and New Westminster districts are out of work at present, with no prospect of securing any employment in the near future.

Dr. Monro, Dominion Immigration Officer, has been assisting Mr. King in his labours. They find that at least 300, who may be regarded as paupers, are willing to submit to deportation. The plan of deportation which Mr. King is submitting to Ottawa for approval is that the Canadian Pacific Railway Company, whose steamers brought the Hindus here, shall be required to take them as far as Hongkong at their own expense, while the cost of transportation from Hongkong to India shall be borne by the Dominion Government. Of course this plan may be modified or not approved. If the 300 who are willing to go can be deported in this manner, it is quite possible that the other 700 indigent ones may be compelled to follow the same course whether they like it or not. It should be well for the local authorities to be watchful lest Hongkong be made the dumping ground for the Canadian paupers.

TYPHOON MORNING.

EUROPEAN'S EXPERIENCE ON THE HILLS AT KOWLOON.

A European employee attached to the Shatin camp, one of the first to reach Hongkong since the typhoon, related his experience of "typhoon morning" to a *Telegraph* representative yesterday. The gentleman in question showed every sign of rough usage, which he attributed to having been blown down a hill.

After remarking that the last typhoon was the "severest," he had ever felt he proceeded in the following terms. "My mate and I were living in a match on a hill about two miles away from the north face of Beacon Hill tunnel. On the night of the 27th July last at about 11 p.m. a strong gale was blowing over the small valley. The severity of the gale increased so rapidly that in about half an hour's time we were forced to seek shelter in a small shed at the rear. Here we stayed for nearly an hour clinging desperately to each other and to everything that we could lay hands to. We at last arrived at the conclusion that to stay here much longer would be fraught with too much danger, as every fierce gust seemed to add to our discomfort by tearing and breaking away roof windows and the uprooting of huge trees. It was a fierce night, indeed."

Soon they left the shed and made for the Tai Po Road. To do this they had to crawl along feeling their way by the light occasioned by the lightning. They were driven practically along the road and managed to secure shelter in a small way-side inn for about 10 minutes when the whole shed was literally lifted up and blown away, fortunately, without doing much harm to the occupants. Once more they took to the road and at the mercy of the wind made for a large coolie shed about a mile away which they reached with no little difficulty. The wind had now increased to hurricane force and at nearly every other step the two men had to stoop and cling to each other for fear of being blown to death. At last they managed to reach their goal, but to their dismay and disappointment found that it had already collapsed. They then started for an engine shed, which, on reaching, was found to be in a very parlous state, the galvanised iron roof being torn off and flung about the road. They decided not to stay there as it was altogether too dangerous, galvanised sheets flying about in the air like the leaves in June.

"We now came to the conclusion that the only safe place to be found would be the tunnel. Before leaving the engine shed, however, we managed to secure a lantern and with its aid we made towards the tunnel. The way was almost impassable, being strewn with timber, iron sheeting, &c. &c., and on more than one occasion we lost our way, once having to ford a rushing stream nearly four feet deep before we regained the right path. On reaching the tunnel we found to our great delight a few Europeans and a few hundred coolies who had sought shelter there earlier. They were very glad and surprised to see us, as they were under the impression that we had been buried under the debris when our match collapsed. We stayed in the tunnel till the storm had abated, drenched in the skin and shivering with the cold. On returning to our shed we found that everything we had possessed had been ruined. As we could not stay here we made for Hongkong and reached the ferry station foot-sore and dead tired, but with the knowledge that we were very fortunate to escape with only a few bruises, considering all that we had undergone. Thus ended my first, and I trust my last, experience of a typhoon in the East."

A NEW RAILWAY LOAN.

News from the Waiwupu is to the effect that Sir John Jordan, H. M. Minister to China, is now negotiating with Prince Ching and H.E. Yuan Shih-kai about the conclusion of a new agreement for the construction of the proposed Pukou-Hsiangyang (Hunan) railway. This is one of the five railway concessions granted to British capital in 1898—the others being the Tientsin-Pukou, the Canton-Kowloon, the Shanghai-Nanking, the Soochow-Hangchow and Ningpo (now Shanghai-Hongchow-Ningpo). It is believed in Peking that the agreement for the construction of the proposed Pukou-Hsiangyang line with British capital will be made on lines similar to the Tientsin-Pukou and the Shanghai-Hangchow-Ningpo agreements. The negotiations are proceeding smoothly and it is hoped that the matter will be settled with satisfaction to both parties in the near future. The concessionaires are the British and Chinese Corporation.

THE SUZ CANAL.

Sir Edward Grey, replying in a printed statement to a question by Mr. Milner, M.P., states that the Suez Canal capital originally consisted of 4,000,000 shares of 50 francs each, and 126,602 shares were purchased by His Majesty's Government at a cost of £3,976,825 of which 7,179 have since been redeemed. Shareholders enjoy one vote for every twenty-five shares, up to a maximum of ten, and the voting power in respect of the British Government holding is limited to ten votes. The amounts received in 1905, 1906 and 1907, representing interest and dividend on the shares and dividend on the Actions de Jouissance, replace the drawn shares, were 26,502,496 francs, 26,569,947 francs, and 26,623,793 francs, respectively. The rate of interest on the shares is a fixed rate of 5 per cent. per annum; the dividends distributed on the shares and Actions de Jouissance in the three years were at the following rates for each 500 francs:—In 1905, 125,891 francs; 1906, 126,333 francs; 1907, 126,602 francs. With regard to the opinion expressed by the official Directors in 1906, he would point out that the toll was reduced in that year by 75 centimes to 7 francs 75 centimes per ton, and since then considerable sums have been expended on the improvement of the canal.

THE SHIPPING TRADE OF JAPAN.

EFFECT OF THE CANTONESE BOYCOTT.

A GLOOMY OUTLOOK.

Speaking in an interview regarding the present condition of the carrying trade in Japan, Mr. Kato, Vice-President of the Nippon Yusen Kaisha, remarks that at present an unprecedented depression in the shipping industry prevails not only in Japan but almost all over the world. Even in England, which is the most important carrying nation in the world, more than 200 vessels are said to be laid up, being unable to obtain freight. There is no doubt that the business depression which has prevailed in all parts of the world since last year, is responsible for such a condition of affairs. The extent to which the world's shipping trade is suffering through business inactivity may be gathered from the gloomy forecast made by the Pacific Mail Steamship Company, that a loss of something like ¥860,000 would be unavoidable during the current business period. Japan's maritime trade is in an especially bad condition owing to the existence of peculiar circumstances, as, for instance, the Chinese boycott, which has inflicted a severe blow upon it. The boycott at Canton and Hongkong is directed not only against Japanese goods, but is also extended towards foreign goods carried in Japanese bottoms. The consequence is that shippers in America, Australia, Singapore and other places refuse to ship goods by Japanese vessels; bankers also refuse to issue drafts and insurance companies to insure such goods. This being the case, the loss and inconvenience sustained by Japanese ships trading on the Pacific coast on account of the boycott movement has been very great, and the loss in freight suffered by the Nippon Yusen Kaisha alone in Hongkong and neighbourhood during the last three months and a half will not amount to less than 30 million yen. It is very deplorable to find that German and other foreign goods are fast supplanting Japanese goods in the Chinese market on account of this state of affairs. Another factor, says Mr. Kato, which has caused inactivity in the carrying trade, is the sudden and great increase in the tonnage of Japan's mercantile fleet subsequent to the war, and the consequent competition amongst shipowners, which has resulted in the lowering of freight. Thus many vessels are now employed at little or no profit, while the number of ships laid up and out of employment is also large. The falling off in the volume of American trade and the check to the landing of Japanese immigrants in America, have reduced the receipts of Japanese vessels to a material extent. In addition to all this, the revised railway freight rate in America, which comes into force on November 1st next, will necessarily have the result of reducing the sea freight; and further the increased price of coal and other articles, together with the higher wages now paid to coolies, do no tend to minimise the difficulties experienced by shipowners. During the past year the Nippon Yusen Kaisha earned about 16 million yen of foreign money, which, after deducting the expenditure, amounting to 9 million yen, left a profit of something like 7 million yen, but unless the business outlook brightens, it is doubtful whether the company will be able to obtain a similar result in the next twelve months.—*Japan Chronicle*.

CANTON-HANKOW RAILWAY.

CHANG CHIH-TUNG ACTIVE.

Viceroy Chang Chih-tung, Director-General of the proposed Canton-Hankow trunk line, is busily engaged in conveying by telegraph and letter with the representatives of the people of Kwangtung, Hunan and Hupeh, about the raising of capital for the building of this important railway in South and Central China. He has further delayed, writes the Peking correspondent of the *N. C. D. News* on 28th ult. Otherwise the concession will be taken back by the Chinese Government and built with Government money, that is to say, with a foreign loan. The natives of Szechuan, Kiangsu, Kiangsi and other Provinces have been urged by the Government to bear themselves and subscribe money to build the railways within the jurisdictions of their respective Provinces; otherwise similar high officials will be appointed as Directors-General for hastening matters. The appointment of H.E. Chang Chih-tung as Director-General of the Yushan-Hankow line will certainly stir up the people in other Provinces to do something effectively towards the building of their railways. In the interests of this important trunk line which will connect South, Central and North China H.E. Chang intends to pay a round visit to Kwangtung, Hunan and Hupeh in the coming autumn months, so as to ascertain the real condition of affairs in the three Provinces. But, as he is one of the important members of the Grand Council of State it may be doubted whether the Empress Dowager will allow him to leave the Capital. It is stated that either H.E. Chang or another high official will shortly be appointed Director-General of the proposed Szechuan-Hankow trunk line for similar reasons.

BANGKOK AND THE SOUTH CHINA FLOOD FUND.

In a recent issue we briefly alluded to the fact that the big Tien Wah Chinese Hospital at Sam Yet had contributed the sum of \$6,000 to the fund for the relief of the sufferers by the floods in South China. We now learn that the amount in question was subscribed locally in response to an appeal issued by the hospital trustees and that the latter have since forwarded another contribution of \$2,000 and still have a little more money in hand as the nucleus of a still further one. So far, however, no general appeal for subscriptions has been made, the trustees simply having applied to the hospital supporters and their own personal friends, but we are informed that all sums sent in connection with the good work to the trustees of the hospital will be thankfully and gratefully acknowledged.—*Sam Yet News*.

TO BE IDENTIFIED.

UNKNOWN FOREIGNER FOUND DEAD IN THE HARBOUR.

The dead body of a foreigner, presumably that of a Norwegian, was found floating in the harbour, off the Kwong On wharf, near the New Western market, yesterday afternoon. Detective Sergeant Terrett caused the body to be sent to the mortuary, where, on examination, it was found that death was due to drowning.

The police are unable to find out how the man met his death, although they are of opinion that there was no foul play. Up to the time of writing the remains had not been identified. There was nothing found on the body to cast any light as to who the foreigner was. It is believed, however, that he was a fireman on one of the steamers.

The following is a description of the body, as supplied by the police: Height, five feet nine; age about thirty-five; colour of hair, reddish; moustache of similar colour, scrubby, with points turned upwards; dressed in a dark blue serge coat and white singlet; with blue dungaree pants; wearing black leather boots tied with string; grey socks.

A photograph of the body as it was found can be seen at the Central Police Station.

POINTING FORWARD THE CLOCK.

HOW WE CAN MAKE BEST USE OF THE SUNSHINE.

We shall have to make better use of our daylight—we have been getting it about one in the morning recently—if the Select Committee of the House of Commons to which the Daylight Saving Bill was referred has its recommendations carried out.

After hearing the evidence of all manner of experts—astronomers, railway managers, Post Office officials, and others who are specially affected by the proposed change—the committee have endorsed Mr. Willitt's idea.

PROPOSALS OF THE BILL.

The committee describe the proposals of the bill as the adoption of a local time in advance of Greenwich mean time in the case of Great Britain, and in advance of Dublin mean time in the case of Ireland, during the summer months—from April to September in each year—with the object of promoting the earlier and more extended use and enjoyment of daylight during the summer months.

The committee find that such an object is desirable, and would be of benefit to the community if it can be generally attained; and that the weight of evidence agrees with and supports this view, though there is a divergence of opinion as to the best mode of accomplishing it.

The effects of the bill, which has received influential support, would be, the committee find:

To move the usual hours of work and leisure nearer to sunrise.
To promote the greater use of daylight for recreative purposes of all kinds.
To lessen the use of licensed houses.
To facilitate the training of territorial forces.
To benefit the physique, general health, and welfare of all classes of the community.
To reduce industrial, commercial, and domestic expenditure on artificial light.

Dealing with the objections to the bill, the committee say they agree that the objects proposed cannot be attained without legislation. A single Act, they think, should be passed establishing local time for Great Britain and Ireland.

The objection which had been urged as to the interference with European traffic, they hold, would be inappreciable compared with the benefit to the nation at large, and could be easily overcome. The interference with American business could be obviated without serious dislocation of loss by the adherence of those concerned to their present hours when necessary.

DIFFICULTIES OBVIATED.

As to objections to the particular proposals—viz., that the making of four alterations of 20 minutes each in April and four alterations of 20 minutes each in September would occasion undue public inconvenience and too much resulting interference with the ordinary measurement of time in those months by clocks and watches, the committee considered the following proposals for obviating or minimising these difficulties:

Three alterations of 30 minutes each in April and three alterations of 30 minutes each in September; or
Two alterations of 30 minutes each in April and two alterations of 30 minutes each in September; or
A single alteration of one hour in April and a single alteration of one hour in September; or
A permanent alteration of one hour and so adopting Mid-European time.

The committee agree that this last proposal is eminently undesirable, and for the sake of simplicity and general public convenience the committee find that a single alteration of one hour in April and a similar alteration of one hour in September is the best mode of attaining the object of the bill.

RECOMMENDATIONS.

The committee further recommend that these changes should take place at two o'clock in the morning, Greenwich mean time in the case of Great Britain, and Dublin mean time in the case of Ireland, on the third Sunday in April, and at two o'clock in the morning Greenwich mean time in the case of Great Britain, and Dublin mean time in the case of Ireland, on the third Sunday in September of each year.

There is no serious practical difficulty in adjusting clocks and watches to these seasonal changes, the committee consider, and they suggest that the bill should be called the Local Time (Great Britain and Ireland) Bill. The committee consider that no interference with Greenwich mean time should be attempted, and that for astronomical purposes, such as astronomy or navigation, Greenwich mean time should continue to be used as heretofore.

To-day's Advertisements.

IN THE MATTER OF THE PATENTS ORDINANCE (2 of 1892).

AND
IN THE MATTER OF AN APPLICATION MADE BY THE "HUFON" COMPANY, LIMITED, OF 71, VACU UT BUILDING, HUNGARY, FOR AN INVENTION CONSISTING OF "IMPROVEMENTS IN OR RELATING TO GRAMOPHONES AND LIKE MACHINES."

NOTICE is hereby given that the PETITION, DECLARATION and SPECIFICATION required by the above mentioned Ordinance have been duly filed in the office of the Colonial Secretary of Hongkong, and that it is the intention of the above named Company, by Messrs. DENNIS & BOWLEY, his Solicitors, to apply for Letters Patent for the exclusive use within the Colony of Hongkong of the above-named invention at a sitting of the Executive Council to be held at the Council Chambers on MONDAY, the 17th day of August, 1908, at 2.30 P.M.

Dated the 6th day of August, 1908.
DENNIS & BOWLEY,
Solicitors for the Applicants.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAIMUN."

Captain Robson, will be despatched for the above Ports on TUESDAY, the 11th instant, at 2 o'clock P.M.

A reduction of 20% on First Class Fares to Fochow will be made during the Months of August and September.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 7th August, 1908. 1736

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented, within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 7th August, 1908. 7

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN, and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"ISCHIA."

Captain Belsito, will be despatched as above on TUESDAY, the 11th instant, at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 7th August, 1908. 105

INCREASE IN FLOUR RATES.

PRICES WILL BE RAISED UNLESS CONDITIONS CHANGE.

An increase in flour rates to Japanese and Chinese points will go into effect in early Autumn unless the conditions of the market change materially, says a Vancouver exchange. Representatives of the principal firms engaged in trans-Pacific freighting on the Coast met last month in the offices of Frank Waterhouse & Company at Seattle to discuss the freight situation. No immediate action resulted, but an increase in rates was discussed and will eventually be agreed upon after certain representatives have submitted the matter to their principals.

Flour rates to Hongkong, which are at present at the low price of 12, will be raised to 13 or 13.50 without question. Should there still be a scarcity of foreign steamships on the market for charter the rate may go higher. The feeling of the operators is that rates should be restored to a figure where the operators can at least meet expenses, or make a profit, if possible.

The present rate-cutting war has resulted from the intrusion of foreign steamships into the market. With foreign bottoms and foreign crews, a factor which greatly reduces operating expenses, a Seattle firm has been breaking into the market and standard companies have been obliged to cut below the figure of profits to meet the competition.

There is at present a scarcity of foreign ships for charter, and the flour carrying trade is light. Operators stated that rates would surely rise, the only question being to find a figure which would justify the trade without bringing back the scandal in the market.

Intimations.

SPECIAL BARGAINS!

IN

HIGH CLASS PIANOS.

TO CLEAR. ORDINARY PRICE.

Collard	- \$480	\$600
Broadwood	225	400
Rachals	- 380	550
Own Make	250	800
Krauss	- 400	600
Haake	- 325	450

WEAR GUARANTEED.

WILL BE STORED UNTIL
REQUIRED.

CASH or CREDIT

PIANOS FOR HIRE

\$8

per Month.

ROBINSON PIANO Co., LTD.

Hongkong, 16th July, 1908. 139

KOWLOON HOTEL.

GUEST NIGHT

ON

SATURDAY Next, the

8th inst.

SPECIAL MENU.

AN EXHIBITION OF

OPEN AIR CINEMATOGRAPH SHOW

will be given before and after

DINNER free to all.

REMEMBER THE

CORONATION DINNER

ON

Sunday, the 9th inst.

TWO BANDS IN ATTENDANCE.

GRAND PIGEON SHOW

AT 5.30 P.M.

OPEN AIR CINEMATOGRAPH FREE

TO ALL BEFORE AND AFTER

DINNER.

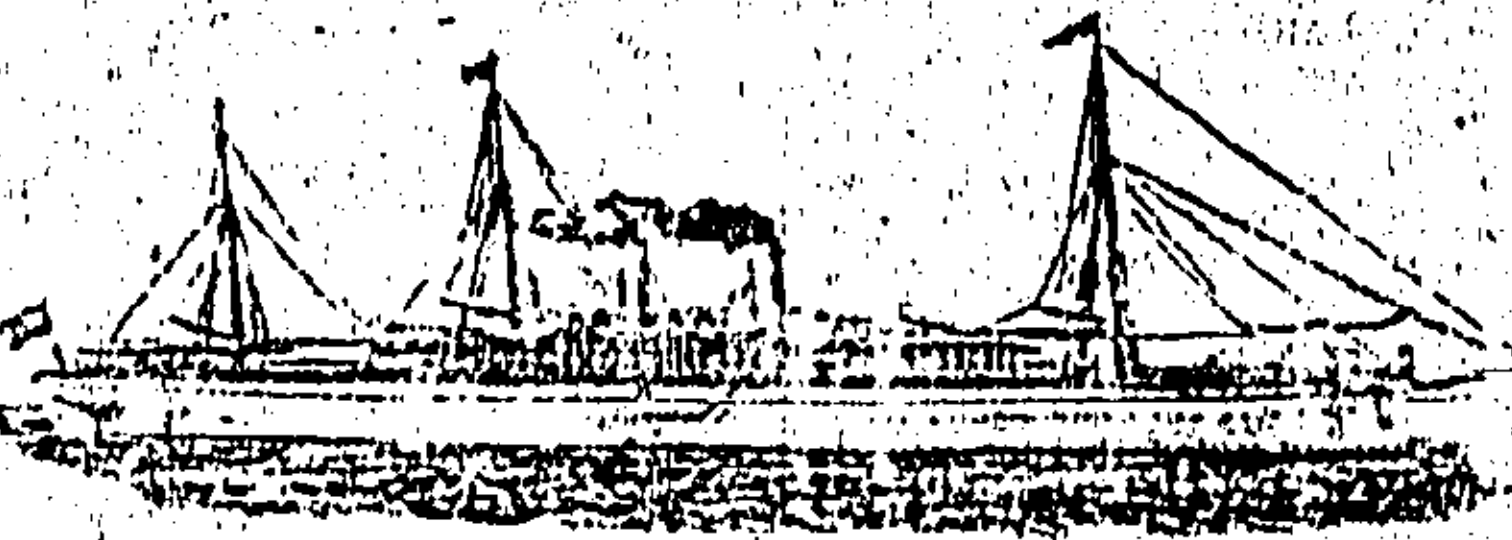
OWEN, STONE & Co.

Proprietors.

Hongkong, 6th August, 1908. 14

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule of service of under 12 Days across the Pacific is the "Empress Line." 5-10 days to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons	Leave HONGKONG
"GLENFARG".....	3,700.....SATURDAY, Aug. 8th.....Sept. 6th
"EMPEROR OF INDIA".....	6,000.....SATURDAY, Aug. 15th.....Sept. 13th
"EMPEROR OF JAPAN".....	6,000.....SATURDAY, Aug. 22nd.....Sept. 20th
"LENOX".....	3,700.....FRIDAY, Sept. 11th.....Oct. 12th
"EMPEROR OF CHINA".....	6,000.....SATURDAY, Sept. 26th.....Oct. 17th
"MONTEAGLE".....	6,163.....SATURDAY, Oct. 3rd.....Oct. 29th

S.S. "LENOX" and "GLENFARG" are freight only and do not carry Passengers. "EMPEROR" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENOX" and "GLENFARG" at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INDIAN SEA OF JAPAN), KOREA, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class.....£40. " " " £42. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.....£40. " " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Internationale" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all ports and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to W. CRADDOCK, General Traffic Agent for China &c., Corner Pedlar Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For Steamship On

SHANGHAI.....HONGKONG.....MONDAY, 10th Aug., Noon.

SHANGHAI.....HONGKONG.....TUESDAY, 11th Aug., Noon.

SINGAPORE, PENANG AND CALCUTTA.....WEDNESDAY, 12th August, 2 P.M.

SHANGHAI, YOKOHAMA, KOREA.....FOURTH DAY, 14th August, Noon.

MANILA.....FOURTH DAY, 14th August, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "Katsura," "Nippon" and "Fushimi" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (landed 8th) and Mito to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

General Managers.

Telephone No. 61, Hongkong, 7th August, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMSHIP TO SAIL

TSINGTAU, CHEFOO & NEWCHANG, "LIANGHONG".....8th Aug., 4 P.M.

MANILA....."TEAN".....11th " " " "

CHEFOO & TIENTSIN....."HUICHOW".....14th " " " "

MANILA, ZAMBOANGA and AUS....."CHANGSHA".....2nd Sept., " " " "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 36, Hongkong, 7th August, 1908.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers

between Hongkong and Manila.—Saloon amidships—Electric

Light—Perfect Cuisine—Surgeon and Stewardess carried.

—All the most up-to-date arrangements for comfort of

Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship Tons Captain For Sailing Date

ZAFIRO.....2540 R. Rodger.....MANILA.....SATURDAY, 8th August, at Noon.

RUBY.....2540 Almond.....".....SATURDAY, 15th August, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 1st August, 1908.

Shipping—Steamers.

NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.

The Co.'s Newly Built Passenger Steamer

"KAMO MARU"

(Tons 9,000 gross reg. Captain F. L. Sommer) will be dispatched as above on WEDNESDAY, 12th August, at Daylight.

Every known comfort provided on board for travellers. First class state-rooms amidships comprising ordinary two berth cabins and full suite. Electric Light and Electric Fans throughout. Barber saloon, Dark Room and Laundry. Doctor and stewardess. Unexcelled service.

Cheapest passage rates to Europe and around the world. For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 13th July, 1908.

HONGKONG-NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "MONTROSE".....On 11th August, 1908.

For freight and further information, apply to

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 14th July, 1908.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MAHOMARA"

Captain G. H. C. Weston, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, &c., TO-MORROW, the 8th August, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Himalaya," 7,000 tons, from Calcutta, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London, under arrangement will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Mahomara," due in London on 20th September, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 7th August, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, the 11th August, at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 6th August, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"KATHERINE APCAR,"

Captain W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, the 11th August, at Noon, instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 6th August, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"KATHERINE APCAR,"

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Agents.

Hongkong, 6th August, 1908.

HONGKONG AYBAGH MARKET PRICES.

Corrected 31st July, 1908. per 5 Ma.

BUTCHER MEAT.

Beef sirloin & prime cut—Moi Lung Pa B.....18

" Corned—Ham Ngau Yuk.....18

" Roast—Shiu " ".....18

" Breast—Ngau Lam.....13

" Soup, Tong Yuk.....15

" Steak—Ngau Yuk Pa.....18

" Sirloin—Ngau Lau.....28

" Sausages—Ngau Yuk Chong.....20

Bullock's Brains— " Know.....per set.....10

" Tongue fish—Ngau Li.....each.....50

" " corned—Ham Ngau Li.....58

" Head—Ngau Tau.....80

" Heart—Ngau Sum.....per B.....12

" Hump, Salt—Ngau Kin.....18

" Feet—Ngau Kook.....each.....10

" Kidneys—Ngau Yiu.....10

" Tail—Ngau Mei.....17

" Liver—Ngau Con.....12

" Tripe (undressed)—Ngau To.....7

Calves' Head and Feet—Ngau Chai.....\$1.00

" Mutton Chop—Yeung Pak Kwa.....22

" Leg—Yeung Poi.....22

" Shoulder—Yeung Shau.....20

Pigs' Chittlings—Chi Cheong.....24

" Brains—Chi Know.....per set.....3

" Feet—Chi Kook.....12

" Fry—Chi Chai.....10

" Head—Chi Tau.....12

" Heart—Chi Sum.....each.....9

" Kidneys—Chi Yiu.....pair.....8

" Liver—Chi Kon.....B.....23

Pork Chop—Chi Pak Kwat.....23

" Corned—Ham Chiu Yuk.....23

" Leg—Chi Pak.....23

" Fat or Lard—Chi Yau.....18

Sheep's Head and Feet—Yeung Tau.....50

" Kook.....each.....6

" Heart—Yeung Sum.....each.....10

" Kidneys—Yeung Yiu.....23

" Liver—Yeung Con.....B.....23

Sucking Pigs, To Order—Chi Chai.....22

Suet Beef—Sung Ngau Yau.....20

" Mutton—Sung Yeung Yau.....24

Veal—Ngau Chai Yuk.....20

" Sausages—Ngau Chai Yuk Tong.....20

POULTRY.

Chicken—Kai Chai.....B.....30

Capon, Large, Small—Sin Kai.....32

Ducks—Ap.....22

Doves—Fan Kai.....each.....18

Eggs, Hen—Kai Tan.....per doz.....24

Fowls, Canton—Kai.....B.....28

" Hainan—Hoi Nam Kai.....28

Geesse—Ngo.....16

Geesse, Wild Shanghai—Sheng Hoi Ye.....pair.....1

" Ngo.....pair.....1

Musk Deer—Wong Keng.....each.....1

Hare—To Chai.....1

Partridge—Chi Khoo.....1

Pheasant—Shai Kai.....pair.....26

Pigeons, Canton—Pak Kup.....each.....26

" Hoihow—Hoihow Pak Kup.....2

Quail—Um Chun.....28

Rice Birds—Wo Fa Cheuk.....dozen.....1

Snipe—Sa Chai.....each.....60

Turkeys, Cock—Fo Kai Kung.....per B.....45

" Hen— " Na.....10

Wild Ducks, Shanghai—Sui Ap.....pair.....1

Teal, Shanghai, Sui Ap Chai.....1

Wild Ducks, Canton—Sung Shing Sui Ap.....per pair.....1

FISH.

Bartel—Ka Yu.....11

Bream—Bin Yu.....18

Canton Fresh Water Fish—Hoi Sin Yu.....20

Carp—Li Yu.....22

Catfish—Chik Yu.....12

Codfish—Mun Yu.....16

Crabs—Hoi.....20

Cuttle Fish—Muk Yu.....14

Dab—Sa Mang Yu.....12

Dace—Wong Mei Lun.....11

Dog Fish—Titi Yu.....10

Kels, Congor—Hoi Mao Yu.....16

" Fresh water—Tan Sui Yu.....18

" Yellow—Wong Sin.....31

Frogs—Tien Kai.....36

Garonpa—Sok Pan.....70

Gudgeon—Pak Kup Yu.....13

Herrings—Teo Pak.....23

Halibut—Chung Kwan Yu.....28

Labrus—Wong Fa Yu.....20

Loach—Wu Yu.....32

Lobsters—Lung Ha.....32

Mackerel—Chi Yu.....32

Monk Fish—Mun Yu.....32

Mullet—Chai Yu.....32

Oysters—Sung Hoo Yu.....24

Parrotfish—Kai Kung Yu.....24

Perch—Tan Lou.....16

Pike—Fa Pau Pong.....20

Plaice—Pan Yu.....20

Pomfret, Black—Hak Chong.....24

Pomfret, White—Pak Chong.....24

Prawns—Ming Ha.....16

Ray—Fa Pau Yu.....16

Rock Fish—Sai Kau Kung.....16

Roach—Chun Yu.....16

Salmou (Grown) fresh water—Ma Yu.....16

Shark—Sa Yu.....16

Shrimp—Po Yu.....16

Skipper—Lap Yu.....16

Sole—Tai Sa Yu.....16

Tench—Wan Yu.....16

Turbot—Gho Hoi Yu.....16

Turtles, small, fresh water—Kook Yu.....16

White Bait—Ngau Yu Chai.....16

FRUITS.

Almond—Hong Yan.....B.....24

Apples, (California)—Kam San Ping.....7

" (Chefoo)—Tin Chun Ping.....12

" " " ".....12

" Small

